

FEDERAL AID IN ROAD WORK URGED BY A. A. A.

President John A. Wilson, in Annual Report at Boston, Tells of Purposes of Organization.

RESOLUTIONS ARE CLEAR CUT

Freest Interstate Use of Motor-Driven and All Other Kinds of Vehicles Believed In—Boost "See America First" Move.

WASHINGTON, D. C., May 29.—What the American Automobile Association stands for could not be set forth in more concise language than that contained in the report of President John A. Wilson, who, at the recent annual meeting in Boston, was re-elected as the head of the national organization of owners. Said Mr. Wilson in his annual resume:

"We believe in a logical and comprehensive Federal aid to the several States in their roads building; we believe in the freest use of motor-driven and all other kinds of vehicles, as set forth in the Adamson measure, we believe that the owner of an automobile should only be taxed once for its possession, as evidenced by the taking to the United States Supreme Court the double-taxation question, and we believe that it is a function of government for the United States to advertise its scenic and health attractions to its own citizens, encourage them to become acquainted with their own country, rather than going abroad yearly because of the existence of connected road systems and attractions which are inferior to what can be found at home. We are an organization of citizens who seek nothing except a general good, and the making clear of this particular point has been no easy task, even though it has been absolutely true."

Among the resolutions adopted, the most important had reference to roads construction, roads travel and motor vehicle taxation. George C. Diehl, of Buffalo, chairman of the good roads board, presented a resolution which placed the American Automobile Association on record and pledged it "to support any measure introduced in the forthcoming Congress, which shall present a logical plan for national co-operation with the several States, and which plan, in our opinion, should include the appropriation by Congress of an annual sum to be distributed among the several States on the basis of population, area and mileage, to be supplemented by a like amount of money from the States, and the total to be expended upon whatever main market and post roads the highway department of a State and the Secretary of Agriculture may decide."

The American Automobile Association favors the establishment of a "Federal Bureau of Road Travel." The representative of the Interior was complimented for its progressive policy in the following resolution put forward by David G. Joyce, of Chicago, the newly appointed chairman of the American Automobile Association touring board:

Resolved, That the Hon. Franklin K. Lane, Secretary of the Department of the Interior, and his assistant, the Hon. Stephen T. Mather, be especially commended and thanked in behalf of this association for their efforts in connection with the national parks to facilitate their greater use and enjoyment for recreation and health purposes by thousands of Americans who are more than willing to "See America first" when America is made ready to be seen.

Motor vehicle taxation came in for a quite prolonged discussion, and it was set forth that the automobile had become a common means of transportation, commercially and socially, and enters into every progressive phase of human existence, and it should no longer be considered as a special means of travel. A uniform plan of taxation, which should not be of a double character, was called for by the American Automobile Association legislative board, the new chairman of which is Richard H. Lee, president of the Ohio State Automobile Association, who had much to do with the defeat of double-taxation in that State.

Resolved, That the American Automobile Association, through its national legislative board, petition the several States and in the Congress and courts of the United States for a uniform method of taxation which shall recognize the fact that an automobile should not be included in a general property classification and taxed only as personal property, and that no other tax whatever shall be imposed, either in connection with the vehicle or its operation, except a nominal registration fee, covering the clerical cost of the issuing of an identification number for the vehicle and its operator, in order that the police powers of the States or municipalities may not be impeded.

The vice-presidents selected follow: first vice-president, Dr. H. M. Rowe, Maryland; second vice-president, Ralph W. Smith, Colorado; third vice-president, F. J. Walker, California; fourth vice-president, H. J. Clark, Minnesota; fifth vice-president, Preston Belvin, Virginia. John N. Brooks, of Connecticut, continues as secretary; H. A. Bonnell, of New Jersey, as treasurer, and A. G. Tatchelder as chairman of the executive board, on which every State is represented. Both Chairman George C. Diehl, of the good roads board, and Richard Kennerdell, of the contest board, were reappointed by President Wilson.

The annual meeting in 1916 will take place in Washington, D. C., and may be accompanied by a quite extensive scenic tour.

TWENTY SCRIPPS-BOOTH CARS GOING TO EUROPE

Most significant of the high rank of aristocracy attained by the Scripps-Booth car is the connections which this car has formed abroad.

When men like Messrs. Block and Landrup, at Copenhagen, handling only such cars as the Rolls-Royce, Berliet and Sunbeam, add the Scripps-Booth to so illustrious a line, it means nothing less than that the Scripps-Booth qualifies mightily in the necessary points of distinction. The three cars just mentioned possess the acme of grace, luxury and speed, and have come to be regarded in the old world, a reputation which is valued most highly by their manufacturers and dealers.

The incident adds weight to the statement so many times repeated regarding the Scripps-Booth that it is a Berliet in miniature.

The Scripps-Booth has every mechanical convenience of the big, high-priced foreign cars. It has every comfort and appointment. The Scripps-Booth perfectly meets the demand for a luxurious light car, and it fits in with the needs of Messrs. Block & Landrup, at Copenhagen, who for some time have been wishing to secure a car of equal rank in performance and style with the Rolls-Royce, the Berliet and Sunbeam—but of smaller size than those cars.

The Scripps-Booth has been selected, and Messrs. Block and Landrup have requested that twenty Scripps-Booths can be transported across at their opening order for the 1915 season.

AUTOMOBILE NEWS FROM THE WORLD-WIDE FIELD

Harry T. Dunn, President of Fisk Rubber Co., Acquires Interest in Willys-Overland Co.

BROWN JOINS DODGE FORCES

Southwestern Motorway and Southern National Highway Is Being Pushed by Organization at Dallas. Indiana Autoists Plan Tours.

Harry T. Dunn, president of the Fisk Rubber Company since its inception, has acquired an interest and has become vice-president and a director of the Willys-Overland Company, of Toledo, O., and in the future will devote the major portion of his time to that organization.

It was under Mr. Dunn's leadership that the Fisk Rubber Company attained its present prominence and prestige in the tire industry. This connection culminates a long-time personal friendship that has existed between Mr. Willys and Mr. Dunn.

The rapid growth of the Willys-Overland Company and the plans which Mr. Willys has formulated for its future development brought about the present arrangement. The personnel of the Fisk Rubber Company and the Willys-Overland Company will remain unchanged.

W. L. Brown, one of the best-known sales executives in the automobile industry, has been chosen to fill the newly created position of supervisor of districts for Dodge Brothers.

Mr. Brown has been closely associated with Dodge Brothers since 1904. He was in the organizing and building up of Dodge Brothers' sales department for the past year. Before coming to Dodge Brothers, he was connected with the department of the Studebaker Corporation, later acting as Studebaker distributor in Indianapolis.

As supervisor of districts, Mr. Brown has direct charge of all district representatives and the distribution of territory to dealers and the distribution of cars.

The American Motor Association of Dallas, Tex., is pushing a campaign for the completion of the Southwestern Motorway and the Southern National Highway. The first is routed from Chicago through Springfield, Alton, St. Louis, Jefferson City, Springfield, Mo.; Monett, Muskogee, Dallas and across Texas to the Mexican border. It thus runs through four States, Illinois, Missouri, Oklahoma and Texas. These four States last year purchased more automobiles than thirty-three of the other States. The Southern national highway starts at Washington and runs through Richmond, Durham, N. C.; Knoxville, Nashville, Memphis, Little Rock, Fort Springs, Dallas, Fort Worth, Sweetwater, Mesquite, N. M.; El Paso, Phoenix to San Diego, Cal. Both highways have been completely modernized in part.

To stimulate motoring and develop at the same time a broader and more intimate knowledge of the history of Indiana the Hoosier Motor Club of Indianapolis is planning a series of Sunday tours. The tours are to be known as "History Hunts Through Hoosierdom."

The terminus of each of the Sunday runs will be one of the many historic spots in the State. The tours will start Sunday, April 18, when Lafayette will be the goal, and the Tippecanoe battle field will be visited. It was here that the Indians under Tecumseh and the forces under General Harrison fought in 1811. Other battle fields will be visited during the summer, and the Lincoln City, where Nancy Hanks Lincoln, mother of Abraham Lincoln, is buried.

The Italian government is now vying with the United States government in purchasing young horses. Recently in Grand Island, Neb., the Italian buyers bought a lot of Spanghettis. These are horses three and four years old, and many of them unbroken. Branded Western horses of this age, and so wild that they could not be handled except with a lariat brought \$100 to \$110 a piece.

The United States army is also buying an exceptionally number of young unbroken horses true to type. These are put on the government ranches at the remount stations. The action of this government is believed by horsemen to mean that the United States army fears a horse famine and is trying to stock up.

The scarcity of draft animals is beginning to be felt in the cities because of a government in stock up in advance of higher prices. Teams suitable for brewery and packing-house wagons are selling as high as \$600. Naturally, the motor truck trade benefits.

A bill is before the Minnesota Legislature to appropriate \$200,000 for the construction of a permanent motor speedway at the State Fair Grounds. The bill places the construction, maintenance and complete responsibility for the track in the hands of the State Agricultural Society, which has shown a disposition to be unwilling to lease the fair track to private concerns.

The big speedway project for Sheephead Bay, N. Y., has been incorporated with \$2,500,000 capital, under New York State laws, as the Sheephead Bay Speedway Corporation.

After working independently, and not infrequently in opposition to each other, the Automobile Manufacturers' and Dealers' Association and the Automobile Club of St. Louis have decided to work in close harmony. The co-

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CALLIS
Auto Painting Co.
1627 West Broad.

operation was brought about by the "Jitney" problem in St. Louis, which both organizations tried to solve.

The visible improvement in truck design and the hopeful aspect of the truck exhibitors as a class may be traced in no small part to the effects of the war. In at least one case a truck of a new type not heretofore disclosed is declared to be of the same design as has been shipped abroad in quantities, while in other instances recent activities in building to foreign requirements have resulted in important changes for the better.

The Bureau of Foreign and Domestic Commerce, Washington, D. C., has issued a book, "Consular Recommendations on the South American Trade." The book contains reports from United States Consuls in South America, outlining trade conditions that must be known by those desiring to enter the trade in South America.

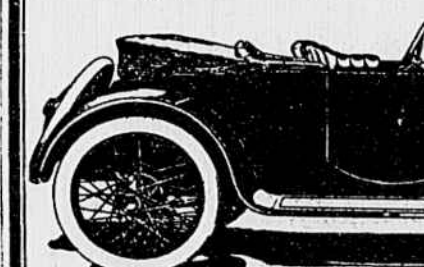
Having found that in spite of the low rates charged, the garage has made a small profit, the Automobile Club of Kansas City has opened its garage to nonresident tourists. In the beginning it was restricted to members only, it having been calculated that it would hardly be possible to operate it without a small loss. Experience has proved to the contrary, however, and now the tourist sees large signs on the roads leading to the city, extending the courtesies of the garage to him. A plan is now being worked out for furnishing members with tires, accessories and insurance at reduced rates. For storage the club charges 50 cents a night.

Within three years not a horse will be in use by the Boston Park and Recreation Department. This is the determination of the officials, who are to sell at auction all the department's horse-drawn carriages and motor trucks. The fact that the city is the second largest of the city in the matter of labor employed renders the abolition of the horse here of interest. At present the department uses ten automobiles, and it is the success of these that led to the decision to abandon the horse.

Oldsmobile '42' Announced.

Prompted no doubt by the success their "42" has met with during the past year, the Olds Motor Works are making still further advances in the moderate-price field, announcing for the 1915 season two light-weight cars, an eight and a four, both weighing well under 3,000 pounds, the former listing at \$1,295 and the latter at \$1,095. It was thought that the company might produce four-cylinder cars exclusively this season, in view of the strong demand experienced for such a car, consequently the announcement of an eight was in the nature of a surprise to dealers as well as to the public generally. The decision to produce an eight-cylinder car grew out of the fact that during the spring market for their big Model 35. Therefore, the new eight was designed primarily to satisfy the market hitherto supplied by the big Olds and also with a view of creating a new market for a machine selling under \$1,500 with a quality as its chief attraction. With these objects in view the company decided to introduce a car of high power and perfect smoothness of operation—qualities which were found to be best secured in an eight-cylinder car.

Roadster, Seating Three, \$775



A Car You Have Noticed

When you turn to watch a low, lithe, graceful roadster, with rounded silver radiator, black body of lustrous finish, and red Houk wire wheels, with a spare wheel at just the right tilt on the rear compartment, it is a

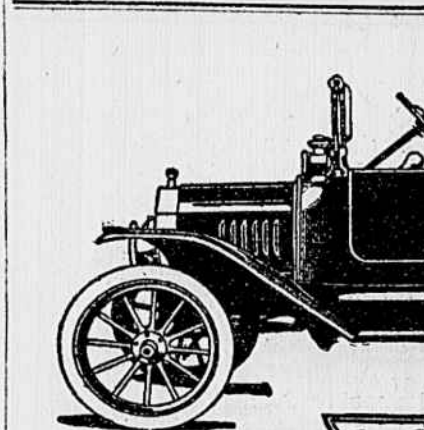
Scripps-Booth

Six cars arrived yesterday and we will be pleased to give detail and trials by appointment.

VIRGINIA AUTO SUPPLY CO.

State Distributors.

605 to 613 West Broad St. - - - - - Richmond, Va.



Only 5% Plus for this Best Non-Skid

Barring the unforeseen, each retail buyer of a new Ford car, between August 1914 and August 1915, will receive from \$40 to \$60 as a share of the Ford Motor Company's profits.

Any one can drive a Ford—it's so simple in construction. No complex mechanism to learn. In town or country, for business or pleasure, Ford cars serve everybody, for about two cents a mile to operate and maintain.

Runabout \$440; Touring Car \$490; Town Car \$690; Coupelet \$750; Sedan \$975, f. o. b. Detroit with all equipment.

On display and sale at Kaehler Motor Co., Broad and Ryland, Richmond, Va.

FOUR BUFFALO MEN TO TOUR WORLD IN AUTO

Goodrich Touring Bureau Maps Out Long Route for Tour of Many Countries.

Around the world in an automobile—that is the trip which four men in Buffalo, N. Y., are planning to make. They are planning to start westward on their trip—pass from Occidental civilization to Oriental culture, visit Japan and China, and then embark for Australia. Returning to Asia, they will cross India, Southwestern Asia, and war-ridden Europe, with side trips into Northern Africa and South Africa before they return.

So thoroughly are the young men planning that they are marking out every step of the way before they start, and they have asked the National Touring Bureau of the B. F. Goodrich Company to route them on their way through these countries—evidently because ETATIN SHRDULUD evidently believing that nothing is past the powers of that bureau.

Mr. Beck, head of the Goodrich Touring Bureau, is preparing a route covering the countries above mentioned, and it will be possible for them to go practically all the way by the aid of Goodrich route maps. Through routes covering Europe had been prepared before by this efficient bureau, but this is the first request asking for a world's tour.

Coming in the midst of hundreds of requests for routes throughout the United States, the latest request has kept the Goodrich Bureau exceedingly busy. Motorists everywhere have learned to avail themselves of the service of the Goodrich Touring Bureau, which is rendered without obligation or expense, whatever the motorist's make of car or time of year. The Goodrich Bureau offers almost without exception, to furnish route maps and road logs for trips throughout any part of the United States, whether transcontinental tours or merely week-end trips.

As a supplement to the road maps and logs the Goodrich National Touring Bureau has erected more than 60,000 blue and white enamel guide posts throughout the country, covering more than 70,000 miles of the most traveled roads. These posts point the way at crossings and forks and warn of sharp turns and railroads. In fact, the Goodrich National Touring Bureau has made it perfectly easy for even inexperienced motorists to find their way in any part of the United States.

And the good work is still going on. The B. F. Goodrich Company right now have three trained track crew guides posted in different sections, and by the end of the 1915 touring season will have placed permanent and intelligible directions along highways over which to date a motorist has had to ask his way.

MASSACHUSETTS TO WORK HIGHWAYS WITH CONVICTS

National Committee on Prisons and Prison Labor Objects to Private Contract Clause.

Massachusetts has just passed an act providing for the improvement and repair of highways by convict labor.

The act provides that county commissioners may make arrangements

with the Massachusetts Highway Commission, or with the officials of a city or town, to work prisoners on a highway, or with a private owner to improve waste land by means of such prison labor.

The National Committee on Prisons and Prison Labor, while approving most thoroughly of the road work, takes exception to the latter part of this act. There is ample work for all prisoners, both State and county, in State and county work, and under no circumstances should they be employed for the benefit of private individuals, not even though the work be under State control. This is only another form of the contract system which the committee has found unjustifiable from every standpoint.

The Massachusetts statute contains the excellent provision, however, that the work shall be under the supervision of the State highway authorities, that the prisoners shall remain under control of the prison officials. This makes possible the proper organization of the work and promises success in the undertaking.

The development of the road work should afford such opportunity to the prisoners to labor to good effect, that the national committee looks for an amendment to the statute at the next session and the abolition in Massachusetts of every form of contract convict labor.

McDuffee Heads Division.

Joseph H. McDuffee has been appointed head of a separate division of the Willys-Overland Company's sales department, which will confine its efforts to promoting the sales of the new Willys-Knight car, and conducting an educational campaign relative to its mechanical merits and technical features.

In this work Mr. McDuffee will be assisted by a corps of salesmen and technical experts, through whom he will come into contact with each of the 4,000 Willys-Overland dealers in this country. Mr. McDuffee has been a prominent figure in the automobile industry since its inception. He managed the first automobile retail store in America in New York in 1898, and has been continuously identified with the selling end of the business every since.

Business Is Good.

A rapid rise of the business thermometer with a probable boom, based

on the records of the last two months, is the prediction of the F. B. Stearns Company, makers of Stearns-Knight cars.

The records of the Stearns Company show that while March and April of this year show an increase of 25 per cent over those of the corresponding months of 1914, the first week of May of this year shows a remarkable increase of 50 per cent over the corresponding week of May, 1914.

These facts are more than ordinary proof that business is rapidly rising to a normal condition. Skilled mechanics, that is men who are specialists in high-grade machine shop work, are still in demand.

Very Interesting If True.

In the West, where prosperity is now

booming by all it appears that the farmers have sold their produce and

live stock and have reduced or paid their debts. Their recent creditors richer farmers, local bankers, capitalists and merchants, have suddenly found themselves with idle money. The farmers are not borrowing as much as they are paying back mortgages, so these thrifty Western farmers have to seek something better than buying stocks and bonds which still cheap and yield generous returns. As the price of good securities goes up they will pay more attention to real estate and building operations. This is also true of Eastern investors, and it explains why a lot in the stock market usually culminates in a real estate boom. That day not yet arrived on this movement it will come, as it has in the past.

Look at the oil in your motor

Draw some oil from your crank case into a glass or bottle—let it stand a day—see whether its original color has turned to a muddy black and whether it has formed a deep layer of sediment.

Black color and sediment prove the presence of dangerous chemicals—

The black color is due to three substances that injure your motor. First, carbon which makes the engine fire too soon, and "knock". Second, acid matter that eats the polished surfaces. Third, metal-like grits which grind and score the bearings.

Try VEEDOL on our recommendation—

Even after weeks of running, Veedol cleans up and shows a minimum of sediment. Get a five gallon can from us, and see the remarkable difference between Veedol and ordinary oils. Veedol costs no more—get full value.

Call or write for a copy of the 44-page Veedol book; it costs you nothing.

Talman Auto Supply Co.

Incorporated
629 E. Main St., Richmond, Va.

Dependability—versus—Ingenious Claims

MORE than 75 Concerns now manufacture Tires. We believe that every one of these makes as good Tires as he knows how, at the lowest Cost his Experience, Equipment and Methods make possible.

We believe that the average Tire Manufacturer is fair in his treatment of Adjustments, and that few deliberately misrepresent their product, either verbally or in Print.

We believe that no Tire Manufacturer can afford to make statements in print about his product, which statements cannot be borne out by the performance of his Tires, in actual use.

We believe that the Tire has never been made which will not "Rim-Cut" if run "flat" for any considerable distance, and that many Makers, including ourselves, have always produced Tires that would not otherwise "Rim-Cut."

We believe that many more Tires "Break-at-the-Bead" than Cut at the Rim.

WE believe that the Rubber Riveting System of attaching the Tread to the Carcass (by means of a loosely-woven fabric, which permits the raw Rubber to percolate through its meshes and then Vulcanize to Carcass and Tread) prevents, to a large extent, Tread-Separation.

We have long used this in "Goodrich" Tires, as a commonplace part of our Precision policy, without laying any particular stress upon it.

We believe that the "Double-Cure" process, common with a great many Tire Manufacturers under different names, adds unnecessary expense to Tire Cost, which expense the Methods of the Goodrich Factory eliminate through its Precision "Single-Cure."

We believe that the cutting out of needless expenses like this (which our Precision Methods save) constitutes one of the strongest reasons why the largest Rubber Factory in the World (Ours) produces the greatest Mileage—per Dollar of Cost—in its Tires.

And—
—"The PROOF of the Tire is in the Mileage thereof."

WE believe that the House which sticks to the Truth in its Advertising, is reasonably sure to stick to the Facts in its Selling.

You have never yet found anything in Goodrich Advertising which was not in the Goods it advertised.

Hence you may pin your faith to the following statement:

—Goodrich Safety-Tread Tires give, with most UNIFORMITY, the greatest MILEAGE, and Resilience, at the fairest Cost, per MILE, to Tire Users.

Test them and see!

THE B. F. GOODRICH CO.
Akron, O.

GOODRICH TIRES

Only 5% Plus for this Best Non-Skid

Note following comparative prices. "A," "B," "C" and "D" represent four Widely-Sold Non-Skid Tires:

Size	Goodrich Safety Tread	OTHER MAKES			
		"A"	"B"	"C"	"D"
30 x 3	\$9.45	\$10.85	\$10.95	\$16.35	\$18.10
30 x 3 1/2	12.20	13.35	14.20	21.70	23.60
32 x 3 1/2	14.00	15.40	16.30	22.85	25.30
34 x 4	20.35	22.30	23.80	31.15	33.65
36 x 4 1/2	26.35	32.15	33.65	41.85	44.40
37 x 5	33.90	39.80	41.80	49.85	52.05